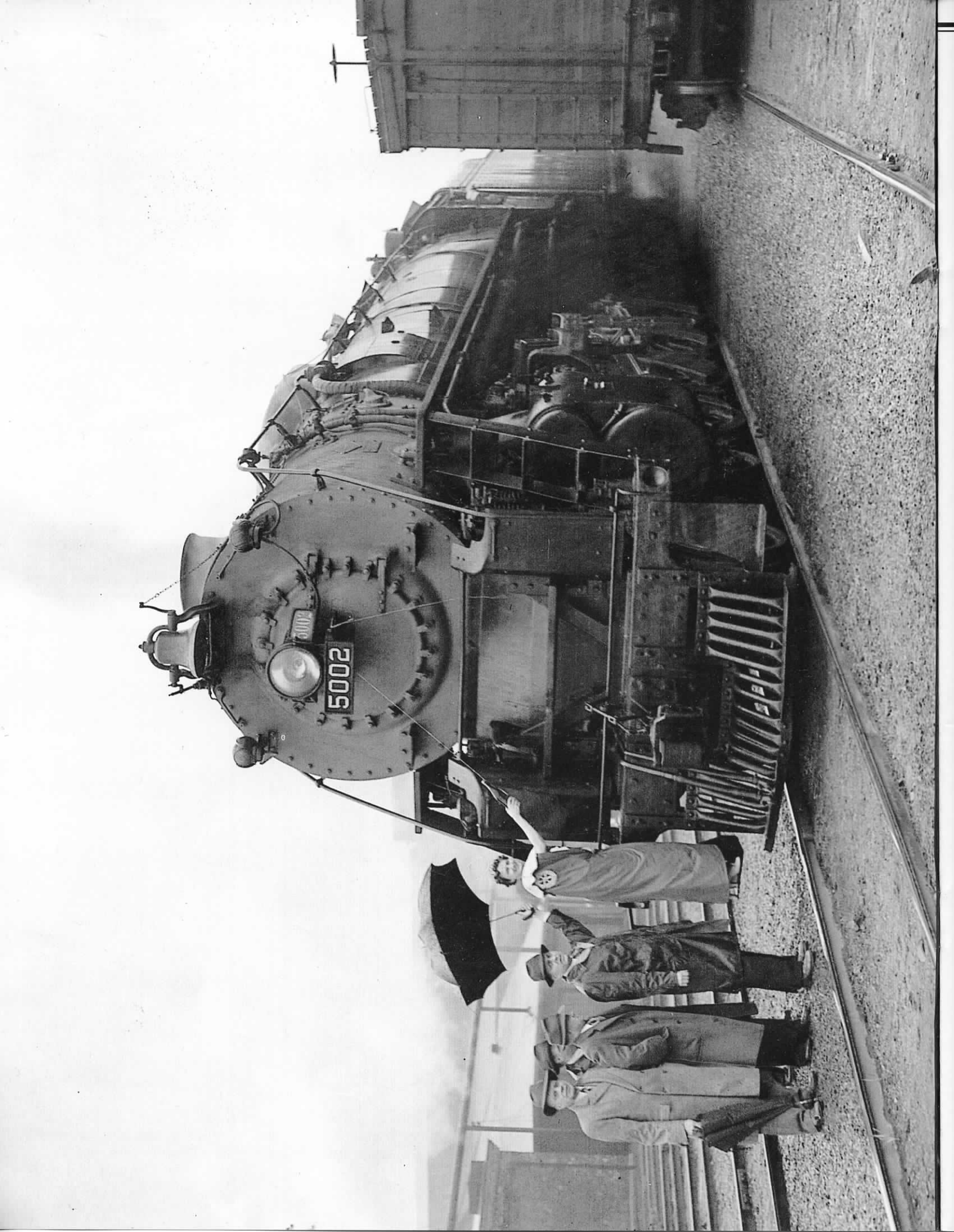








Official Journal of the
**MINNESOTA
TRANSPORTATION
MUSEUM, INC.**

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CIRCULATION

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SUBMISSIONS

The *MinneGazette* welcomes submissions for publication of articles, photos and other illustrative materials of historical interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to preserve and communicate to the public the experience of Minnesota's surface public transportation history. It operates the Minnehaha Depot in Minneapolis, the Osceola & St. Croix Valley Ry. in Osceola and the Jackson Street Roundhouse in St. Paul.

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and Membership concerns to:
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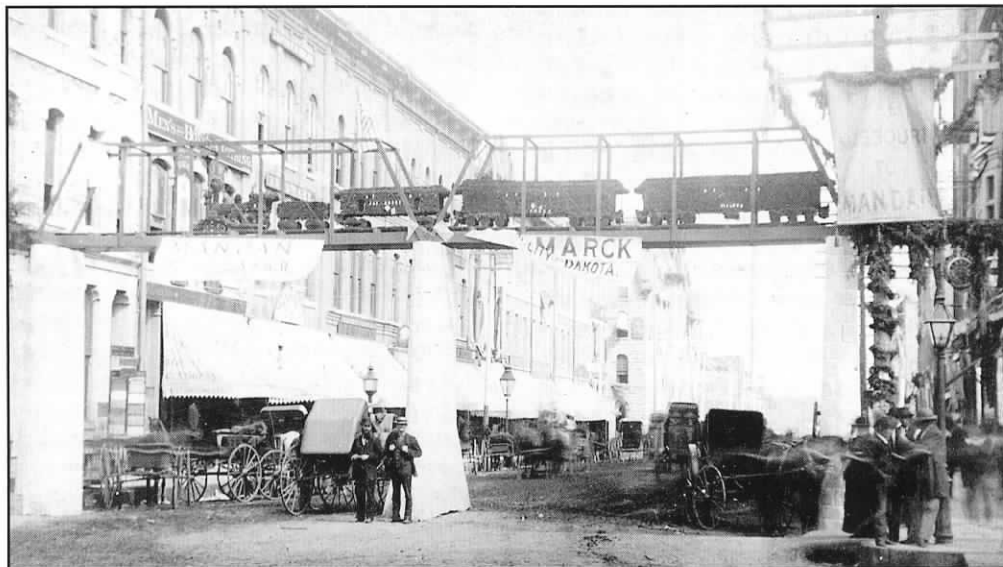
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**CORRECTIONS
AND NEW INFO**

Fred Schneider writes, "Regarding the placement of the trolley catchers above the rear windows on Minneapolis PCCs, I see no problem

whatsoever. The rope can be reached very easily, even by a five-foot tall female operator. I think what you are missing is that 1547 was a Pittsburgh car and all cars from the "Smoky City" that had trolley catchers had them mounted above the rear window. Cars



Is this the Twin Cities' first model railroad? To celebrate the 1883 completion of its Missouri River bridge between Bismark and Mandan, the Northern Pacific erected this model at the corner of Nicollet and Washington in downtown Minneapolis. Minnesota Historical Society collection.

The LaCrosse County Historical Society has acquired the body of LaCrosse single truck Birney #12 and plan to restore it. LaCrosse and Winona streetcars were under common ownership. Aaron Isaacs photo.



Front cover: A World War II induction ceremony on the steps of the State Capitol in 1942, as a Minneapolis-bound streetcar passes.

Inside front cover: Soo Line officials picked a rainy day in 1941 to show off their newest power to the media. This issue features railroad employees posing with locomotives. For more, see page 12. Both Minneapolis Star-Tribune photos, Minnesota Historical Society collection.

with retrievers had them mounted below the window, probably either because they had to be accessible through the rear window or because it took considerable muscle to reset a retriever. That meant Pittsburgh had more than 600 cars with the catchers above the rear window, and fewer than 50 with retrievers.

Mounting them above the window placed the catchers out of reach of mischievous children. This also prevented accidents caused by people hitching rides and then falling off the rear of the car.

Before we go any farther, perhaps I need to offer definitions:

1. A catcher does nothing more than arrest the sudden upward movement of a trolley pole. It contains a rope drum with a paw mounted on the drum in such a fashion that centrifugal force will throw it out against a cog to stop the pole from going any higher. That was satisfactory for city cars.

2. A retriever adds a clock spring which, when triggered, pulls the pole back down. It takes considerable effort to reset a retriever once it has been triggered or released, and hence a position above the window would be inappropriate. Retrievers were used on all of the Pittsburgh interurban PCCs because the higher speeds could easily bend a pole into a "U" shape if it hit a span wire or bracket arm. Philadelphia Suburban used retrievers on all their cars for the same reason.

Definitions covered, now let's move on to how you reach the rope. The standard Pittsburgh switch iron had an opening in hook end of the handle where it was bent around to almost touch the long bar. So, if you lost your pole, you simply grabbed your switch iron (the all-purpose Swiss army knife), walked to the rear of the car, grasped the switch iron by the blade, reached up and hooked the rope with the handle, and then pulled the rope down to you. Apparently TCRT felt this was a good idea or they would not have fitted the all-electrics in the same manner."

OBITUARY

Longtime MTM member **Norm Podas** has died. Norm's father was an official of the Minnesota Transfer Railway and Norm grew up around railroads. He was MTM member #45, joining within a year of the museum's founding in 1962. He volunteered on a series of projects, including the construction of the Linden Hills Depot.

MINNESOTA STREETCAR MUSEUM NEWS

From the Controller
- **Jim Vaitkunas, Chairman**

I was reading the President's Message from **Ed Konecki** in the Fox River Lines magazine of the Fox River Trolley Museum in Illinois the other day. He wondered how much of the cost of admission to the Fox River Trolley Museum covered the ride and how much of it was attributable to being a "truly unique and exciting experience." Ed likened it to going to Starbucks for a cup of coffee, a fifty cent cup of coffee for which we willingly and without grumbling or question pay several dollars. The difference? The "Starbucks experience" that millions of people willingly pay a premium price for. The question for Fox River and for us is whether, for a \$2.00 token at Como-Harriet or a \$1.50 token at Excelsior, we provide a true trip back in time. Just what is the experience that we offer? Are we giving good value? And, no matter what the answer, can we do better?

Good questions. Certainly, we provide a ride in an authentically restored Minnesota streetcar. At Como-Harriet, it's on the actual Twin City Lines right-of-way and may be on a streetcar that actually followed that right-of-way (but does that really matter to our passengers?). But what else? There are top-notch exhibits, albeit limited, in the Linden Hills Station. But they haven't changed for some time. We provide an end-of-the-line talk that varies in quality. There are carbarn tours twice a month. Are we giving good value? I'd say so. Can we do this better? Sure we can. Can we do more? Again, we can. But with nearly 100 volunteers, how to we create consistency? And how?

For our volunteers, please consider the Como-Harriet or Excelsior experience that you personally provide to our passengers. You operate the streetcar safely. But do our passengers leave having learned something new? Please consult the many resources at your disposal to learn more, getting beyond when a streetcar was built. Try to bring the streetcar experience, the era when life in the Twin Cities centered around the Twin City Lines, to life for passengers who mostly weren't born in 1954.

For our members, think about how you can help us do this. Can you talk to childcare centers, schools, service clubs, and youth groups about us? Can you

take our message to the community? 2005 will be an organizational year for MSM. In 2006, we need to expand our charter, group, and special event business and ramp up our educational and interpretive activities. Be a part of it.

Welcome new members

- **Louis Hoffman**

The following are charter members of the Minnesota Streetcar Museum (as of May 3): **Alfred and Dorothee Aepli, Ken and Jan Albrecht, Earl and Bettye Anderson, Keith Anderson, Tim Anderson, Bill and Rosalie Arends, Dave Barnett, Charles Barthold, Fred and Lael Beamish, Tom and Mary Beaumont, Tim Behary, Ray Benson, Jr., Bob Beyer, Bernie Braun, Mike Buck, David Cochran, John, Elizabeth, and Patricia Cochran, Mike Coffey, Steve Collin, Harold Dalland, John DeWitt and Paula Denman, Mark DeYoung, David Diskerud, Blair Dollery, Bob Dumas, Brenda and Eric Eaton, Rod and Pat Eaton, Rollie Ehrenberg, Phil Epstein, Tom and Nancy Fairbairn, Dave French, Charles Fritzen, Gordon Geddes, David Gepner, Bob Glancy, Bill Graham, Eric and Patricia Grube, Gary Gustafson and Dawn Carlson, Nils and Heather Halker, Jim Harrison, Steve Harrod, Roy and Pat Harvey, James Hassing, Clyde and Jean Hawkins, John Heintz, Michael Helde, Dave Higgins and Mary Ann McNeil, Louis Hoffman and Rebecca Hamblin, Ken Holley, Neil Howes, Michael Ibach, Dave Ire, Aaron Isaacs, George and Florence Isaacs, Russ and Martha Isbrandt, George Ittner, Bob Johnson, Robert Johnson, John Hallberg Jones, Karl Jones, John Kennedy, Dave and Nancy Kettering, Bruce Kobs, Richard Kolter, Marv Krafve, Rick Krenske, Brian Krysinski, Kathy and Curt Kullberg, Dan and Rita Lamatsch, Craig Lamothe, Dick and Janice Levering, Keith Lindberg, George Martin, Charlie McCarthy and Lauren Ricketts, Ed McGlynn, Harry and Jane McPeak, Ben and Carol McPheeters, Roderick Mac Donald, Howie Melco, Joe Metzler, George Meyer, Michael J. Miller, Mike and Marilyn Miller, Steve and Jan Mitchell, Dave Norman, Bill Olsen, Jerry and Muriel Olsen, Russ Olson, Jim Otto, Joe Plante and Eric Neumann, Norm Podas, Robert Powell, John and Kathy Prestholdt, Don Pribble, James Quale, Robert Reichert, John Robinson, Judge James and Leanna Rogers, Robert and Darlene Ross, Frank and Judy**

Sandberg, Jeffrey Santos of HMBD Insurance, our insurer, Clifford Scholes, Erik Schwarzkopf, John Senior, Phil and Betty Settergren, George Smerk, Clyde Stephens, Dennis, Ruth, and Andrew Stephens, Bob Stevenson, Dick Stoner, Walt and Cori Strobel, Greg and Linda Taylor, Barb Thoman and Chip Welling, Bruce Thomson of Triangle Printing, Peter Throckmorton, Jim and Jincy Vaitkunas, Dave VenHuizen, Terry Wagoner, Ehler Wallin, Terry Warner, Bob Webster and Laurie Willard, Jim and Sue Willmore, John Winter, and Bob and Nan Woodburn, a total of 124 memberships.

Total membership income to date is \$9,390.00. A special thanks to **Ken and Jan Albrecht**, **Charles Barthold**, **Steve Collin**, General Superintendent **Rod Eaton** and his wife **Pat**, Vice Chair **Dave French**, Shop Foreman **Karl Jones**, **Charlie McCarthy** and **Flauren Ricketts**, **John Robinson**, Judge **James and Leanna Rogers**, and Traction Division founders **Frank and Judy Sandberg**, who became lifetime members.

Founders Fund helps with startup costs

Donors to the "Founders Fund," designed to defray one-time corporate start-up costs, include **Earl and Bettye Anderson**, **Tom and Mary Beaumont**, **Peter Bennett**, **John DeWitt** and **Paula Denman**, **Gary Gustafson** and **Dawn Carlson**, **Nils and Heather Halker**,

Clyde and Jean Hawkins, **Louis Hoffman**, **Aaron Isaacs**, **Russ and Martha Isbrandt**, **Bob Johnson**, **Dave and Nancy Kettering**, **Bruce Kobs**, **Harry and Jane McPeak**, **Howie Melco**, **George Meyer**, **Mike and Marilyn Miller**, **Bill Olsen**, **Russ Olson**, **Clyde Stephens**, **Dennis, Ruth, and Andrew Stephens**, **Walt and Cori Strobel**, **Barb Thoman and Chip Welling**, and an anonymous donor of \$500.00. Their extra contributions, beyond membership dues, totaled \$1,966.65 (\$1,835.25 in cash and \$131.40 in-kind). Total donations and dues from members are \$11,241.65.

In addition, Excelsior Deputy City Clerk **Cheri Johnson** generously donated the cost of a thirty-day banner permit, enabling the Museum to put a promotional banner on the Excelsior Car barn. The Morningside Woman's Club made a donation (honorarium given to **Aaron Isaacs**), as did Campaign for Como-Harriet major contributor **Warren Weck**. And **Bruce Thomson** of Triangle Printing continues to donate printing services from time to time.

Who's Who of Traction honored

In recognition of long-time service to the Como-Harriet Streetcar Line, the following lions of traction have been awarded membership numbers one through ten: **George Isaacs**, No. 1; **Russ Olson**, No. 2; **Frank and Judy Sandberg**, No. 3; **Bill Olsen**, No. 4; **Ray Norton**, No. 5; **Dave Norman**, No. 6; **Roy Harvey**, No. 7; **Bill Cordes**, No. 8; **Herb**

Pinske, No. 9; **Corbin Kidder**, No. 10; **Jim Harrison**, No. 11; and **Art Pew**, No. 12.

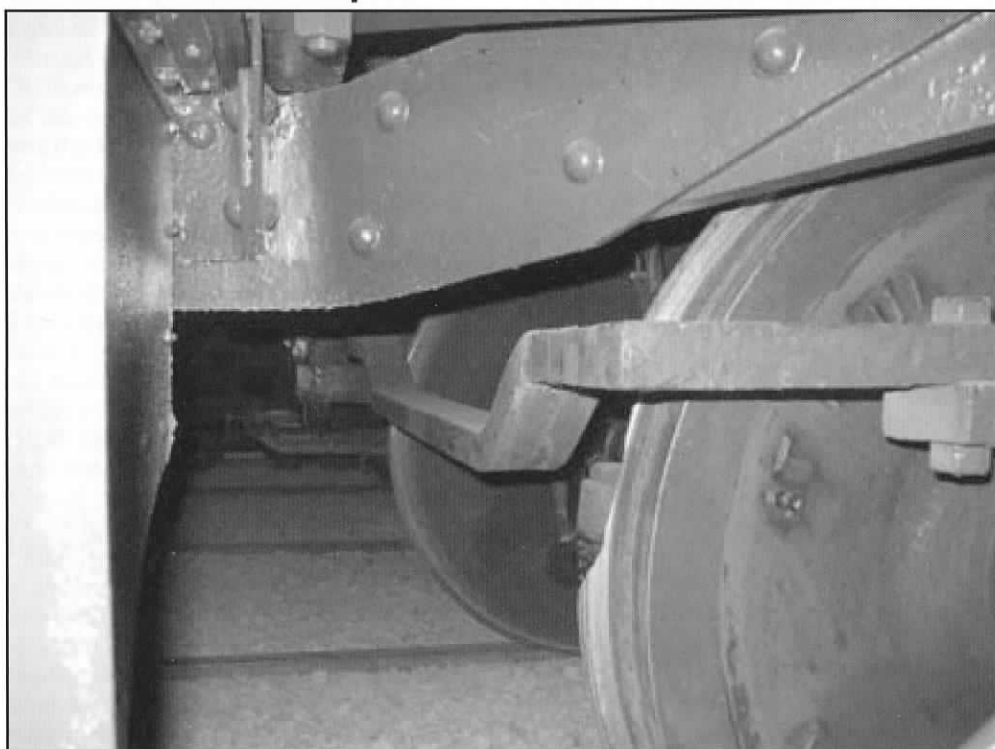
You can join MSM

Join MSM by sending your check for \$15.00 (if you're an MTM member already for 2005 only), \$30.00 (individual membership), or \$45.00 (household membership) to Minnesota Streetcar Museum Membership, P. O. Box 14467, University Station, Minneapolis, Minnesota 55414-0467. And, if you can, please consider adding an extra amount for the "Founders Fund" and the Annual Appeal (see more about the Annual Appeal below). Individual members receive unlimited free rides on both of the Museum's streetcar lines and a subscription to the Minnegazette. Household members receive unlimited free rides for up to two adults and four dependent children living in the same household plus a Minnegazette subscription. All members have the opportunity to volunteer. Volunteers who serve twelve or more hours in a calendar year as well as lifetime members may vote in MSM elections and serve on the MSM Board of Directors. For our MTM friends, your membership cards will be honored for up to eight free streetcar rides through the expiration date or the end of 2005, whichever happens first.

Shore Line promotes MSM membership

Many thanks to our friends at the Chicago-based Shore Line Interurban Historical Society for including a MSM membership and donation flyer to its more than 1,000 mostly Chicago-area members. Shore Line, for those of you unfamiliar with it, publishes *First and Fastest*, a high-quality magazine documenting Chicagoland's electric railway past and present. In addition to well-researched articles and first-person recollections about Chicago's three great interurbans, you'll read about the "els" and the days when the Chicago Surface Lines was the nation's largest street railway. Following history is "The Wire Report," which features up-to-the-minute news of CTA, Metra Electric, South Shore Line, and Chicago-area cars at Museums. Please consider joining Shore Line. Basic membership, which includes a subscription to *First and Fastest*, published quarterly, is \$25.00. You can contact them on line at shore-line.org or by writing to Shore Line Interurban Historical Society, P. O. Box 425, Lake Forest, Illinois 60045-0425.

A large portion of the flange broke off the old iron wheel under car 1239, taking it out of service until the wheel can be replaced.





A mother duck selected the corner of the Linden Hill depot as her nest site. Unfortunately, something attacked the nest a few days later, destroying the eggs. Aaron Isaacs photo.



New Grand Rounds park guide signs feature the Como-Harriet. Aaron Isaacs photo.

First membership meeting held

At the February 26 membership information meeting at the Linden Hills Community Center, about fifty Como-Harriet and Excelsior volunteers came to hear about the MSM's Board's progress and the latest news on the TEA-21 project. Thanks to MSM Chair **Jim Vaitkunas**, MSM Secretary **Louis Hoffman**, MTM Reorganization Committee Chair **Bill Graham**, and TEA-21 Project Manager **Keith Anderson** for their presentations, to Bill for treats, to Keith for cleaning up and to the members who joined and in some cases added additional contributions to their checks.

New corporation up-and-running

Corporately, the interim Board of Directors is plugging along at getting MSM's business and financial affairs up-and-running on a regular basis. MSM's goals for 2005 are (1) to get the corporation fully functional as a non-profit corporation under Minnesota law and Internal Revenue Service regulations, (2) to complete the transfer of assets from MTM, (3) to complete the TEA-21 project, (4) to complete the integration of the Excelsior Streetcar Line, and (5) to operate a "normal" 2005 season at both Como-Harriet and Excelsior. There are many other

initiatives under consideration once these basics are done. These include marketing and public relationship initiatives to increase revenue and ridership. They focus on increasing our charter and group business, primarily among childcare, school, and other youth groups, and planning more special events.

From the Board Room

Once the new MSM website is up-and-running, one feature will be complete agendas and minutes of all Board and membership meetings. Until then, we won't report on Board business except for that which is newsworthy. If you'd like copies of minutes or if you'd like to get meeting notices and agendas, please contact Secretary **Louis Hoffman**. With regret, the Board accepted the resignation of Treasurer **Greg Taylor** and Bookkeeper **Bill Arends** and welcome **Bill Graham** as Treasurer and **Russ Olson** as Bookkeeper. The Board also appointed **Bill Arends**, **Bob Johnson**, and **Scott Heiderich** to the Board, creating an eight-member Board. Given the transitional nature of MSM's affairs, the Board decided to continue with the interim Board, expand it, and hold the first annual meeting and election in March 2006.

MSM'ers attend ARM regional meeting

A contingent of MSM'ers attended the Association of Railway Museums' spring regional meeting at the Illinois Railway Museum in Union, Illinois, about fifty miles northwest of Chicago, from April 7 to 10. MSM's application for ARM membership is pending. The party included **Ken Albrecht**, **Mike Coffey**, **Dave French**, **Bill Graham**, **Louis Hoffman**, **Brian Krynski**, **Aaron Isaacs** and **Jim Vaitkunas**. IRM is the world's largest railway museum and its collection includes interurbans, rapid transit cars, streetcars, diesel and steam locomotives, freight and passenger cars, and diesel, gasoline, and trolley buses. Among the cream of the collection are the North Shore Lines' fabled Electroliner, one of two 1941-built articulated electric streamliners that competed with the Milwaukee Road's Hiawathas and the Northwestern's 400s for Chicago to Milwaukee traffic, and the Burlington's Nebraska Zephyr, a Budd-built articulated streamliner built in 1937 as one of two Chicago-Minneapolis Twin Zephyrs. Find out more at www.irm.org. We rode four trolley buses on IRM's paved streets

including a 1930s-era Chicago Surface Lines coach, a 1920s-era Chicago streetcar, a Sand Springs Railway (Oklahoma) interurban, and two North Shore interurbans on IRM's 40 mile-per-hour signaled main line.

We enjoyed a reception at IRM's Strahorn Library in nearby Marengo that evening, having the opportunity to network with railway preservation colleagues from throughout the Midwest.

History Day students win national honors

You may have remembered the two students at the W. Harry Davis Academy who **Aaron Isaacs** and **Russ Olson** assisted with their project on streetcar history, specifically the impact of streetcars on the development of the Twin Cities. The April 25 Star Tribune reported that **Juan Cisneros** and **Kong Yang** won a trip to the National History Day event in Washington, D. C. where they won a \$1,000.00 award, finishing first place in the junior group.

In memoriam: Ben Minnich

Ben Minnich isn't a name that most MSM or MTM members know. But he was a giant in the field of railway preservation, especially the preservation of historic streetcars. A Minneapolis native, Ben was the first general manager of the Seashore Trolley Museum in the 1950s. Later, as editor of the Perris (California) Progress, he also became active in the Orange Empire Railway Museum. Ben's greatest contribution to our movement was his key role, over many years, in the "last roundup" of lost streetcar bodies, many of them forming the nucleus of Seashore's "National Collection." Ben also arranged for the Osaka, Japan, streetcar system to donate a number of Japanese-built power trucks, replicas of American models, to several American museums. MTM was one of them, receiving three pair. The Brill 27E copies are currently running under car 265, and the Baldwins are waiting for the future restoration of one of more Mesaba Electric interurbans. While not a member of MTM, Ben was a good friend and often steered us to rare parts and opportunities that we needed for our projects.

Historic documents from Metro Transit

Metro Transit employees cleaning out old files uncovered and donated to MSM the following historic items. A payroll ledger showing employee hours from 1913-14, a series of maps, drawing and blueprints of the Selby Tunnel, the

pre-1905 Fort Snelling right of way, the entire TCRT underground electric conduit system (including some detailed maps of particular streets), a map of the St. Paul system indicating the different pavement types, a plan of Nicollet Station, track plan of the Milwaukee Road industrial spurs serving Snelling and Montgomery Wards, a floor plan of Snelling Bus Garage and a drawing of a GMC model 5303 bus. The items were received by **Aaron Isaacs**.

MSM loans materials for Bakken display

The Bakken Museum of Electricity is located on the southwest side of Lake Calhoun, less than a mile from the Como-Harriet Line, yet the two organizations had never communicated with each other. The Bakken contacted **George Isaacs** to see if MSM might help with an upcoming exhibit on Electricity in Transportation. **Aaron Isaacs** selected a series of appropriate photos and loaned rule books and maps that illustrate how the streetcar system used electricity. Now that the connections have been made, we're hoping for more joint activities with the Bakken.

COMO-HARRIET UPDATE

-Louis Hoffman and Keith Anderson

TEA-21 project begins

The TEA-21 project is back on track. Bids were opened on April 5 and the paperwork needed to actually let a

government contract was underway as this report was submitted. After the first set of bids all came in too high, certain features of the project were changed to reduce costs and others were indicated in the specifications as add-ons if money was available. After careful consideration, the Board declined to add the only affordable option, rebuilding the West 42nd Street crossing, in that it would have left no contingency funds available, would have required significant fundraising in a short period of time, or both. Other items not added because of cost considerations are the northern extension and the north end pocket track. Another aspect of the second set of specifications permitted the contractor much more flexibility in performing the work. We're now expecting that the work will be done between May 31 and the end of July and hope to resume partial service before the entire line is completed. So come out after that and sample our new track! To answer questions and keep a presence in the community, the Linden Hills Station will remain open as much as possible during regular operating hours.

The Como Harriet Streetcar Line reconstruction was re-bid after the first bidding process came in above budget. The re-bidding occurred on April 5. The bids were organized as a "base bid" plus three alternative bids for additional pieces of the work. The base bid came in below our budget ceiling. The MSM Board elected not to award any of the three "alternate" bids. This means there will be no extension of the track at the north end, no siding at the north end, and no re-construction of the 42nd

Crews from the City of Minneapolis are performing all the concrete work, including the Cottage City stop and rebuilding the pedestrian underpass. Bill Graham photo.





Cottage City after removal of the tracks. The old Calhoun-to-Harriet water pipe at right has since been removed and the steps completely rebuilt. Bill Graham photo.

Street Crossing at this time. This action was taken because the alternate bids would have put us over our current budget and left us without any "cushion" to accommodate change orders which may occur.

Hennepin County and the Minnesota Department of Transportation (MNDOT) are working on the award of the construction contract at this time. We anticipate that the contract will be awarded before the end of May. The low bidder has indicated that he would like to begin work on the project as soon as possible following the formal award of the contract.

Before the contractor began his work on June 1st, there were a few items of work that were performed by Museum volunteers. This included removal of brick pavers from the platform at 42nd Street and from the track area north of the carbarns; and the removal of rail bonds from the existing track.

Once the work begins, the contractor will have an eight week period to substantially complete the work. This

will involve removal of all existing track (except for the 42nd Street Crossing); grading and minor excavation of the subgrade; compaction and testing of the subgrade; construction of the new track structure, using relay rail and a combination of new ties and salvaged ties; placement of ballast; and surfacing of the track.

Museum forces will have to re-install the pavers at the 42nd Street Depot; weld rail bonds to the new track; adjust the overhead to accommodate minor changes in track alignment and new locations of switches; construct a new platform at the north end of the line; and other minor work. Again, this will be a major effort for our volunteers which probably will occur in late July or early August.

Other Physical Plant Department news

Many thanks to **Keith Anderson, Bruce Gustafson, Tom Fairbairn, Roy Harvey, Scott Heiderich, Russ Isbrandt, Mike Miller, Erik Schwarzkopf, and Carl Wessel** for clearing brush along the

line. Mike, Russ, and Scott have worked on the overhead wire and Roy, as usual, has the carbarn complex spotless.

EXCELSIOR UPDATE

-Bill Graham and Louis Hoffman

Mechanical Department news

Bad news here. While returning to the carbarn after an April 26 training run, No. 1239's wheel flange broke at a guardrail designed for No. 78's low-profile wheels. On a temporary, short-term basis, it may be able to be welded. It is also possible that the pair of Japanese Baldwin trucks may be able to be used. But on a permanent, long-term basis, this may very well be an expensive job and the Mechanical Department leadership is pricing the work and will decide when to do it based on the cost versus the Museum's cash balance given the Como-Harriet Division's up to two-month closure because of the TEA-21 funded construction.

Physical Plant Department news

Thanks to **Tom Fairbairn, Scott Heiderich, Mike Miller, and Carl Wessel** for their fine work on the heretofore-sagging overhead wire. In addition, Carl and Scott have done an excellent job clearing brush and debris from along the line.

RAILROAD REPORT

-Dick Kolter

Wintertime activities for the Railroad Division have revolved mostly around maintenance of equipment, including a major repair of one locomotive. Work was done on the main generator of 559, a partial restoration and improvement project was undertaken on coach 1097 at Osceola, brake work was done on several pieces of equipment, and a boxcar was painted. Also, operating crew veterans participated in bi-annual rules re-certification.

A new look for coach 1097

For several years we have been planning to improve the appearance of the two streamlined coaches with both C&NW and GN heritage. Coach 1096 has been in the shop at Jackson Street for the last year getting a major renovation, but 1097 was, until this winter, just in the plans. Late in the 2004 season it became apparent that the special trains we were running, with food service, were reaching capacity. Not wanting to see us turn anyone away, some active

volunteers in the Osceola area came up with a plan for 1097.

One of the major problems with 1097 was the deterioration of large sections of the floor. The Osceola crew, led by **Bill Pfannes** and **Kurt Mahre**, reasoned that if the floor were to be repaired the seats would have to come out. If the seats were left out and the car was cleaned up, tables could be put in to allow for more food service seating. Discussions continued. Some of the windows of the car were not very clear and should be replaced, as was done with 1096. Also the old steam heating pipes and registers were still present around the perimeter of the car. After making some calculations, a proposal was forwarded to the board.

It was known that the complete renovation of the car was not in the immediate plans, and thus no money was appropriated for any work, but some of the obvious needs could be done now without a major expenditure. The group proposed that they could repair the floor, replace the bad windows, and make good use of the steam lines for less than three thousand dollars. Since there was enough money in regular maintenance funds, the board approved pushing up the schedule for the proposed repairs.

Work started almost immediately after the operating season ended, and by mid winter was progressing well. A small propane boiler was located and installed in an unused closet, connected to the unused steam lines, and has been keeping the car and the volunteers warm all winter. The boiler will be left in the car and we will have another heated car to use when the weather is less than perfect. By summer the car will have a new floor, the chrome trim will be cleaned, cloudy windows will be replaced, the interior will be painted and tables will be installed. The mountings for the seats will be preserved so that all or some of them can be re-installed when needed any time in the future. Others working on the car were **Barb Durfee**, **Larry Kytola** and **Pat Kytola**.

559 almost made it through the season

On the Saturday of the last operation weekend of the 2004 season our GP7 locomotive number 559 developed a ground fault problem while returning to Osceola on the first trip to Marine. A ground fault is a failure in a traction motor or the main generator. Many times it is only a temporary thing and is easily corrected by resetting the ground fault relay. This time, however, resetting



Burlington Northern SD9 #6234 is in service at Osceola. Art Nettis at the throttle. Burt Foster photos.



the relay only resulted in another failure with the associated alarm bell ringing a few seconds later. With this condition the engine does not develop any power and is useless. Fortunately locomotive NP105 was nearby and able to come to the rescue and complete the day, and the season.

Back at the roundhouse after the end of the season, the mechanical forces determined that the problem was in the main generator and likely was one of the two field windings. A private contractor, Independent Locomotive Service, was hired to confirm the diagnosis and then help with the removal and repair of the generator.

Removal of the generator from the locomotive required an extensive effort on the part of our people and the contractor. The generator weighs about 16,000 pounds. The generator was removed on December 15 and taken to a repair shop. Several weeks later, after a successful search for repair parts, the generator was finished on February 7. Reinstallation into the locomotive was completed in ample time for the spring journey back to Osceola.

Rocky the mountain goat re-appears on a boxcar

Also at the roundhouse during the winter one of the three boxcars that were given to us by BNSF last year was inside taking on some new paint. This car, originally built in 1966, for the Great Northern Railway was painted in the BN green colors when it came in but is going out in its original Great Northern Sky Blue color scheme. We did not have any particular plans to do any painting of the three cars when we got them. Since there was graffiti on all of them, and one of them is going to be kept at Osceola where it will be seen by most of our customers, we jumped at a volunteers offer to paint one of them

Ted Hotvet is a long time volunteer who is still young enough to have a need for an Eagle Scout project. A few months ago he approached us with the proposal to paint one of the cars as his project. He did the research on the colors and what preparation was necessary. Then the hard part, he found a few people, including his parents, who could advise him and help him get the job done. The paint job includes all of the original lettering including the mountain goat logo.

This is the year for rules re-certification

Every two years the operating crew goes through a rules re-certification process and a test to be sure everyone is up to date on all of the operating rules. For the most part the rules don't change much from year to year but there always

Last winter, Jackson Street crews lowered a new generator into GP7 #559.
Dick Kotter photo.



seem to be a few variations need to be addressed. This year the class and test were conducted by **Ward Gilkerson**, who has done the job many times before. The location of the sessions this year was the new office and maintenance facility of the Hiawatha commuter rail line in Minneapolis. **Jeff Power**, who works there, arranged for our use of this fine facility.

Rules instruction for people just starting their railroad career with us were held on several Saturday mornings, mostly during the month of April. A few people who had been qualified in the past but have recently been inactive, attended so that they could get back on the crew.

The Railroad plans to give volunteer help to the Jackson Street Museum

Since it was opened, the Roundhouse museum has been mostly operated and staffed by paid personnel. Although the paid workers have done an excellent job, the revenue from the operation has not been enough to cover the costs involved. The Railroad Division has agreed to assume operation of the museum with volunteers. The goal will be to have it open on many more days and substantially cut the costs. April first was the start of the all volunteer operation.

After the first two months of operation it was obvious that museum expenses had been significantly reduced but it is still too early to determine if the revenue generated will be able to cover all expenses. Volunteers from the railroad have supplemented the work of those volunteers who had been working at the museum in the past. The hours of

operation have not been increased yet pending an evaluation of availability of people to staff the site. Many special group tours have been scheduled and completed on all days of the week. A small group of volunteers has been assembled to be on call for group tours at whatever time is desired. If more volunteers were available more could be done but everything has gone smoothly with the museum operation so far.

The New Jersey cars arrive

As reported earlier we acquired two ex Great Northern coaches from the New Jersey Railroad Historical Society. These cars had not seen main line service for many years and had to be prepared and inspected for movement to St. Paul. While the cars were free the prep work and transportation was substantial. It had been hoped that donations would offset the costs but that didn't happen. The cars arrived in St. Paul on June 23. A plan for the eventual use of the cars is being developed by the long range planning group.

A flatcar for the caboose ride train

For quite some time many of our people have felt that an open car would be an asset for the caboose rides, at least in warmer weather. The plan would be to put the open car between the engine and the caboose. **Art Pew** was able to obtain an old Minneapolis Northfield and Southern (MNS) flat car that arrived at Jackson Street during 2004. Not much happened right away because the car had considerable damage on one end. Recently, however, **Eric Hopp** has been making repairs by cutting out the damaged steel and welding in new pieces. Eventually the floor will be repaired and a railing constructed on the sides.

Another storage track at the roundhouse

Knowing that more cars would soon be arriving at the roundhouse it was decided to add another track that could be used for storage and display of railcars. There were cars at the arsenal and two coaches coming from New Jersey that would need a parking place when they arrived. Quite close to the blacktop parking lot west of the roundhouse there exists a section of track that remains from the Great Northern days many years ago. This track had been cut off and removed on both ends but a sizable portion of it remained, mostly covered with sand and dirt. The plan was to connect this

existing segment to the turntable so that there would be access. When completed it would be close to the parking lot and would be a good place to display some of the better looking pieces of equipment that are stored outside.

Tavis Anderson and **Jon VanNiewaal** led a crew that has nearly finished installing this track. **Marv Heller, Richard Solstad** and **Bob Smith** also have worked very hard on this job. The track went into service on June 11.

"Steamin' Along"

Steamin' Along is the name of the second annual fund raising event that was held at the roundhouse that last week of April. This years even consisted of a Friday evening fish fry social event at the roundhouse and a Saturday afternoon hobo day. A group of professional hobos from Iowa were present for the event and made a short presentation on Friday evening. There also was live music for the fish fry. On Saturday rides on the caboose train were provided. A hobo lunch was part of the days theme. Many people worked on arrangements but **George Bergh** was the volunteer that made it successful.

CLASSIC BUS OPERATIONS

-Ken Luebeck

MTM Appoints New General Superintendent for Classic Buses

In the past few years we have much happen to the MTM bus world. When the Tree (a.k.a, **Fred Beamish**) recruited me to the post of Superintendent of Motor Buses for Como-Harriet Streetcar Line, I learned on a Tuesday that a critical steering part on our one operable bus was in imminent danger of failure. We had a high profile event the following Saturday. Beyond that we had no maintenance staff, no parts suppliers, almost no budget, and really no other volunteers. I figured it would take a month to locate parts. Nevertheless, we began a nationwide search that evening. To my surprise, parts were found locally. With the assistance of Metro Transit's Nicollet shop late Friday night, we were running Saturday. The next year we covered our expenses--we had been told that couldn't be done. Later, we had the high profile engine failure of #1399, our only operable bus. The crisis of the failed engine was more than the Como-Harriet Streetcar line had the within it to solve, so we formed a new Classic Bus Division of MTM. We returned with a bang in 2003 by

carrying 13,670 patrons at the Thomas event using three buses that had been resurrected from the dead by volunteers working outside over the winter. The next year we worked outside all winter to fix #1399, only to have the fix fail. We recovered and saw #1399 fixed for good. We acquired our first practical over-the-road coach. We have developed a small fleet of operating buses through a careful research and hard work. We had our first five-bus move with the CNW Convention visiting Osceola. We have endured tremendous change within MTM. And we have had other achievements.

It has been my privilege to be a part of the small group of hard-working volunteers who made all this possible: Museum Curator for Classic Buses, **Mike Ondecker**; mechanics such as **Doug Hall, Joshua Daniels**, and resurrection specialist **Phil Epstein**; former passenger agent **Dick Loeffler**; and drivers such as **Ken Holley, LEE Bennett, Rick Hoium, Scott Pankow, Howard Smeby, John Kennedy** (and the list goes on). We have been extraordinarily blessed by **George Holter** and his sons **Stan and Dan Holter** of Richfield Bus Company & Rochester City Lines. They have provided us with parts, bus #1171, technical support, and friendship. And this is but a partial list--I could go on to list financial donors, patrons, other suppliers and well wishers... Together we have, to the best of my knowledge, done more with vintage buses than anyone else in the world. And in some respects, we are still just starting. It has been my great privilege to be associated the people who have made all of this possible. This was not all my doing: it was the grace of God and sweat equity of many.

So it is with some sadness that I have hung up the General Superintendent's hat I have worn so long. Yet, I am pleased to announce that **Burt Foster** has agreed to accept the challenging role of the MTM General Superintendent for Classic Buses. Burt has been around the Museum for years and around the bus operation since the 2003 Thomas event. He had been our most frequent and reliable driver. An integral member of our Classic Bus Committee, he has been part of inner workings that have kept us going. He has also shown himself to be good at bringing people together and at delegating responsibility. He has been with us through success and adversity. We have every confidence in him.

What will I be doing next? For now, at least, I remain on the Board as Director

for Classic Buses. With Burt focused on the day-to-day operations of the bus division, I will be free to focus on big-picture items: the business and fleet plan, the bus contribution to the Museum strategic plan, and fundraising. If you see Burt, please give him your encouragement and support. As always, we have use for volunteers of all kinds for everything from maintenance to cleaning to office work. To volunteer or for more info about our operations, contact Burt at burfos@juno.com or by phone to (952) 829-2434.

#1399 rises again again

Last year about this time, we were announcing the return of the pride of MTM's bus fleet, #1399. MTM mechanical forces had worked outdoors all winter to complete an in-chassis engine rebuild. We even ran the bus for a very successful open house at the Minnehaha Depot and service at the Linden Hills Festival. Unfortunately, #1399's engine developed trouble again shortly afterward. Turns out it had a bad crankshaft--one of the few parts you cannot touch in an in-chassis rebuild. To fix the crankshaft, you need to remove the engine, but this is far outside the scope of our capabilities working outside. Central Truck Service of Isanti agreed to fix the bus for \$7000, except we did not have \$7000. Enter **Bill Jansen**. At the Linden Hills Festival last year, Bill had boarded #1399 and claimed to have an incredibly rare, high-security key for the vault in #1399's farebox. We didn't even have one ourselves. (We'll save the history of this unusually shaped key for a later article.) Turns out he collects fareboxes and the key was real. Soon he gave us a duplicate key. Later he pledged half the cost of the repair. Thanks to **Bill Jansen** and to Central Truck Service, we now have an identical model, good-as-new, rebuilt engine powering #1399. So the bus that started it all is finally back for good.

You too can experience #1399

#1399 was the last bus of the order of buses that replaced the streetcars in 1954. It is a most historic bus. Unlike most of the rest of our fleet, it is in good historic Twin City Lines livery. Whether you are looking for an extra special date with your wife or a picnic at the St. Croix & Osceola Valley Railway for a larger group, we can take care of you. To book a special occasion for 1 to 1001 persons using our classic buses or any of the Museum venues, contact the Museum at (651) 228-0263, ext. 3104. We look forward to serving you.

POSING WITH LOCOMOTIVES

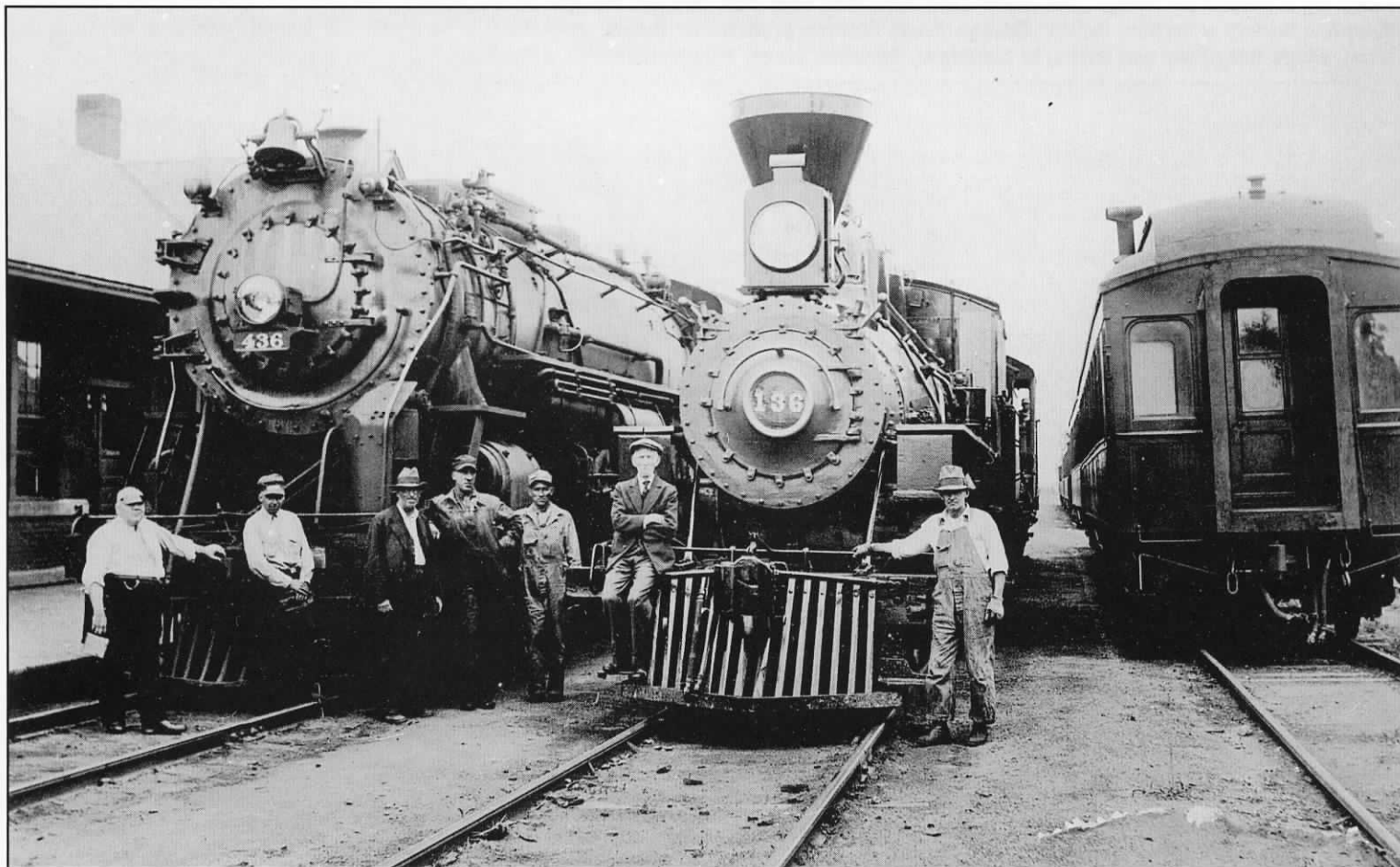
In his book on the Soo Line, "The Little Jewel", Wallace Abbey has fun with the eternal truth that railroads really own locomotives so employees can pose with them. We can't resist the urge to join the party, so here is a probably excessive number of such photos. A few are ceremonial-the top brass showing off its new iron. Most, however, are just workaday railroaders with their everyday machines.



Hulking 0-8-0 #18 switched the South St. Paul Stockyards for Chicago Great Western subsidiary St. Paul Bridge & Terminal. Minnesota Historical Society collection.

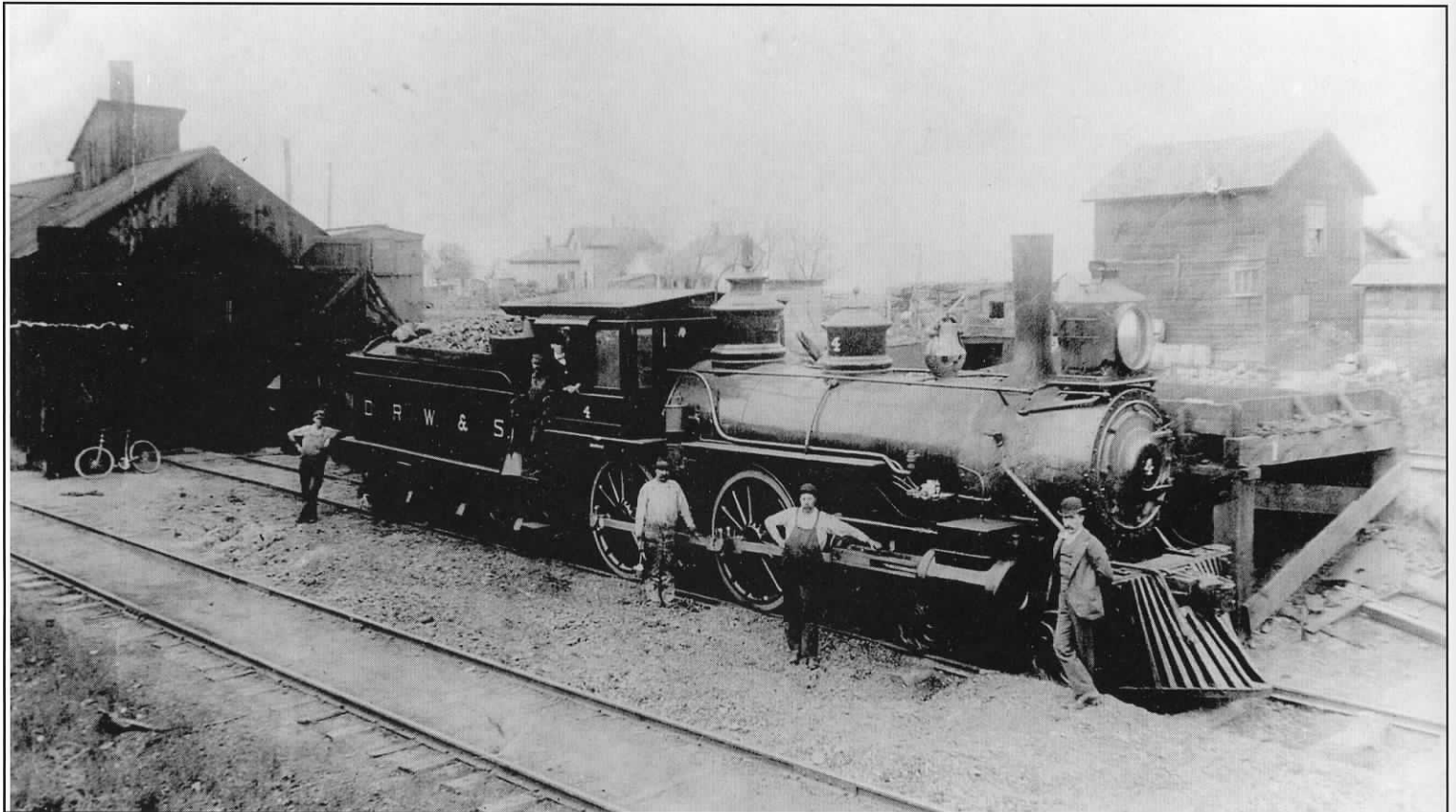
It was a publicity staple to compare archaic and modern power. Well known Duluth & Iron Range 2-6-0 #3 has sat on display in Two Harbors for generations. In 1918 it was steamed up in tandem with the latest in ore hauling Mikados. Minnesota Historical Society collection.

In the 1940s the Omaha Road put a fake diamond stack on 4-4-0 #136 and used it to haul a couple of ancient open platform wood coaches on a publicity tour. Here it is with 2-8-2 #436 at St. James. Watonwan County Historical Society collection.





The Minneapolis, Northfield & Southern's belt line west of Minneapolis interchanged with the Great Northern's Willmar line just east of Highway 100 and south of Cedar Lake Road in St. Louis Park. That's the long gone Cedar Lake Road bridge in the background, replaced today by a pedestrian bridge. The Cedar Lake bike trail now runs through the site of the MN&S yard. Norton & Peel photo, Minnesota Historical Society collection. Below: Chicago Great Western predecessor Duluth, Red Wing & Southern ran into the bluffs south from Red Wing, where this photo was taken, to Zumbrota. Goodhue County Historical Society collection.





Not a union depot. The Great Northern and Duluth Missabe & Northern had no interest in sharing facilities in Hibbing. Dick Stoner collection.

It's sort of a locomotive. Coordinated Transportation, Inc. of Minneapolis made a couple of attempts to build economical switch engines using off the shelf automotive parts. This is 1937. Readers may recall a later, streamlined locomotive by the same company in use on the Minnesota Transfer in 1943. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

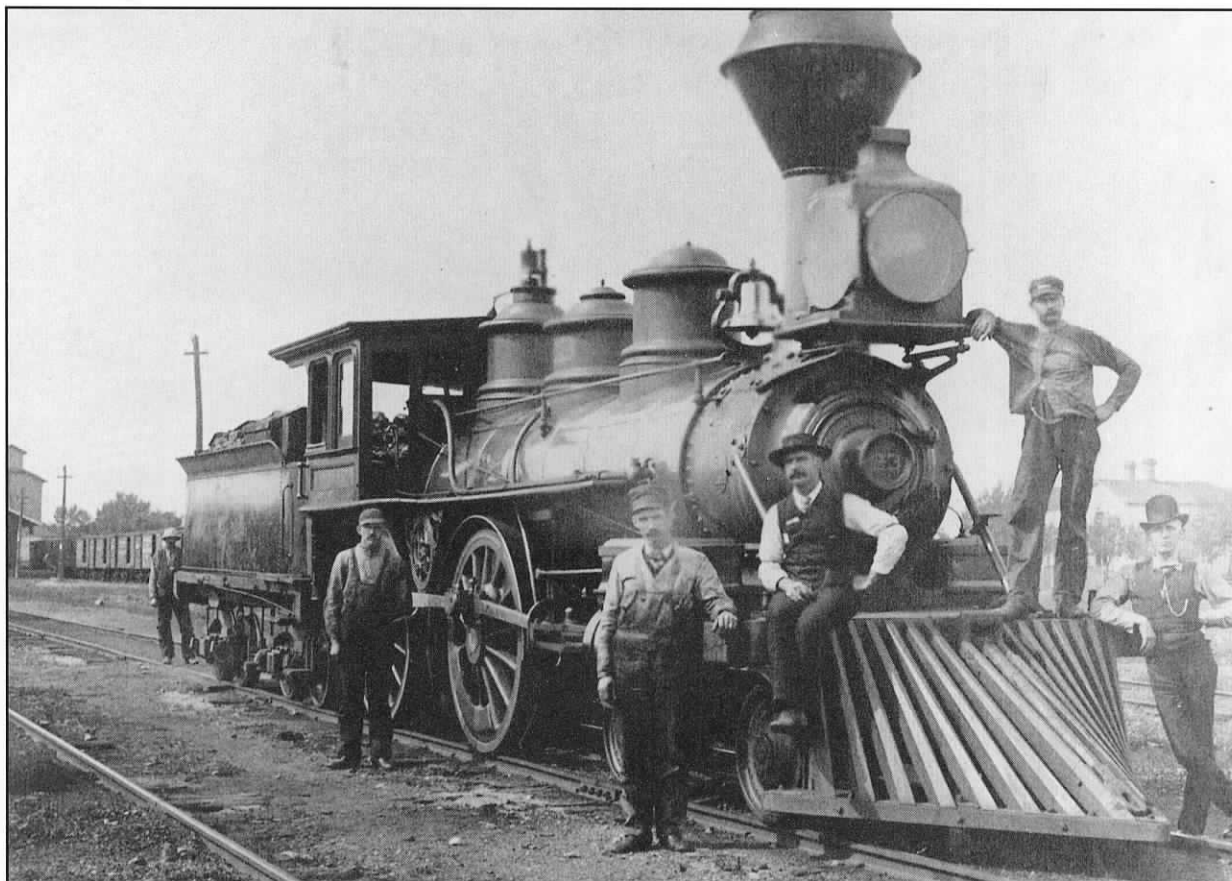




Some time ago Ruth McCarty donated these great photos taken when she worked for the Burlington at the St. Paul Dayton's Bluff yard during World War II. The gentleman standing by the FT diesel is "Mr. Wilson head boss of Dayton's Bluff in the 1940s". The photo of 4-8-4 #5626 shows the retirement of engineer Joe Kisk. McCarty, in overalls, is at right standing in front of the steam locomotive.
All MTM collection.







Link and pin couplers were still standard when this Chicago & North Western posed in New Ulm in the 1880s. Brown County Historical Society collection.

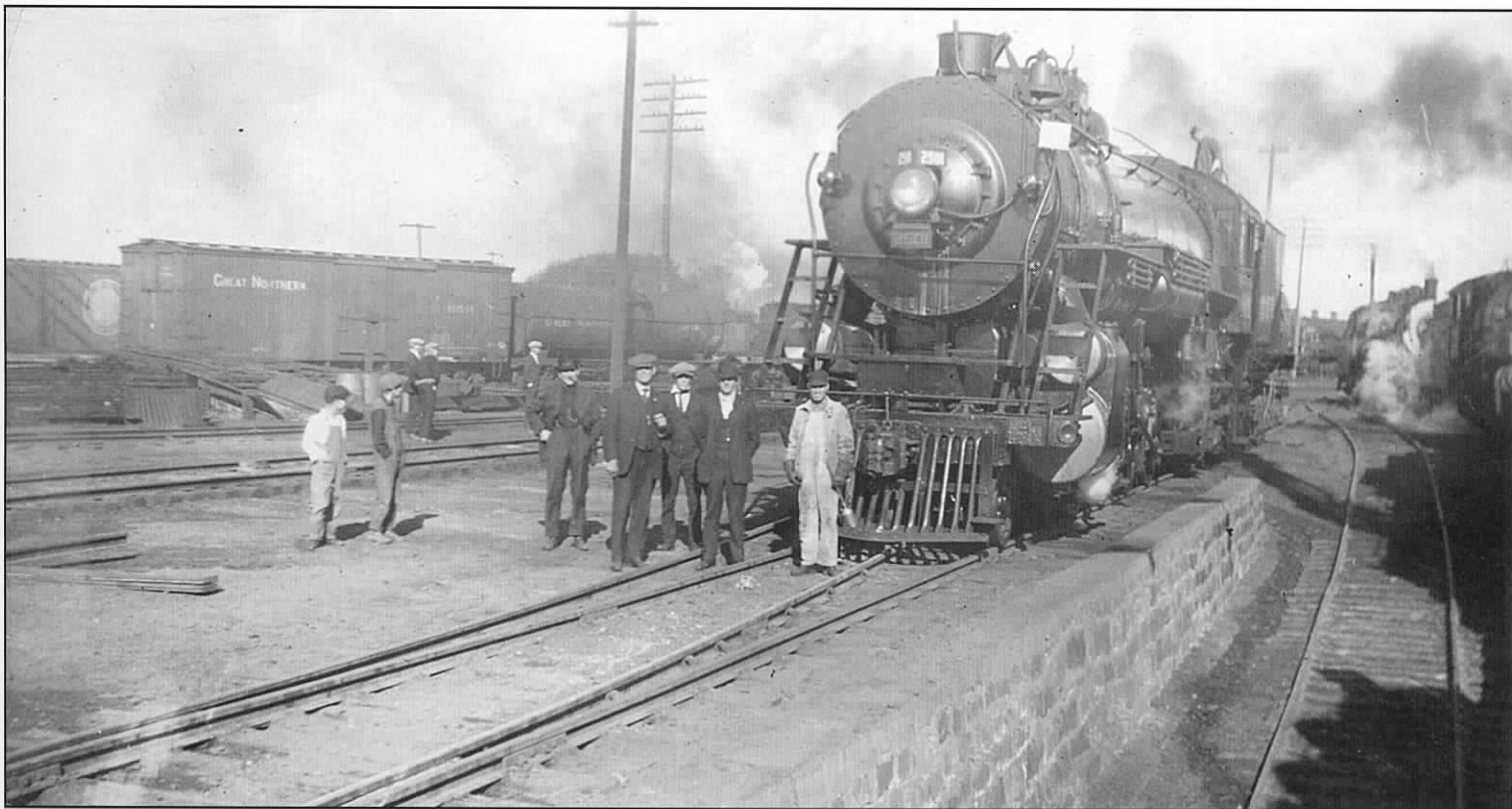
The Chicago, Burlington & Quincy's main line didn't penetrate far into Minnesota, only from Point Douglas on the St. Croix to St. Paul and then via trackage rights to Minneapolis. It also made a less remarked Mississippi crossing into Winona. 2-6-0 #1099 is switching a baggage car at East 2nd and Franklin. Winona County Historical Society collection.

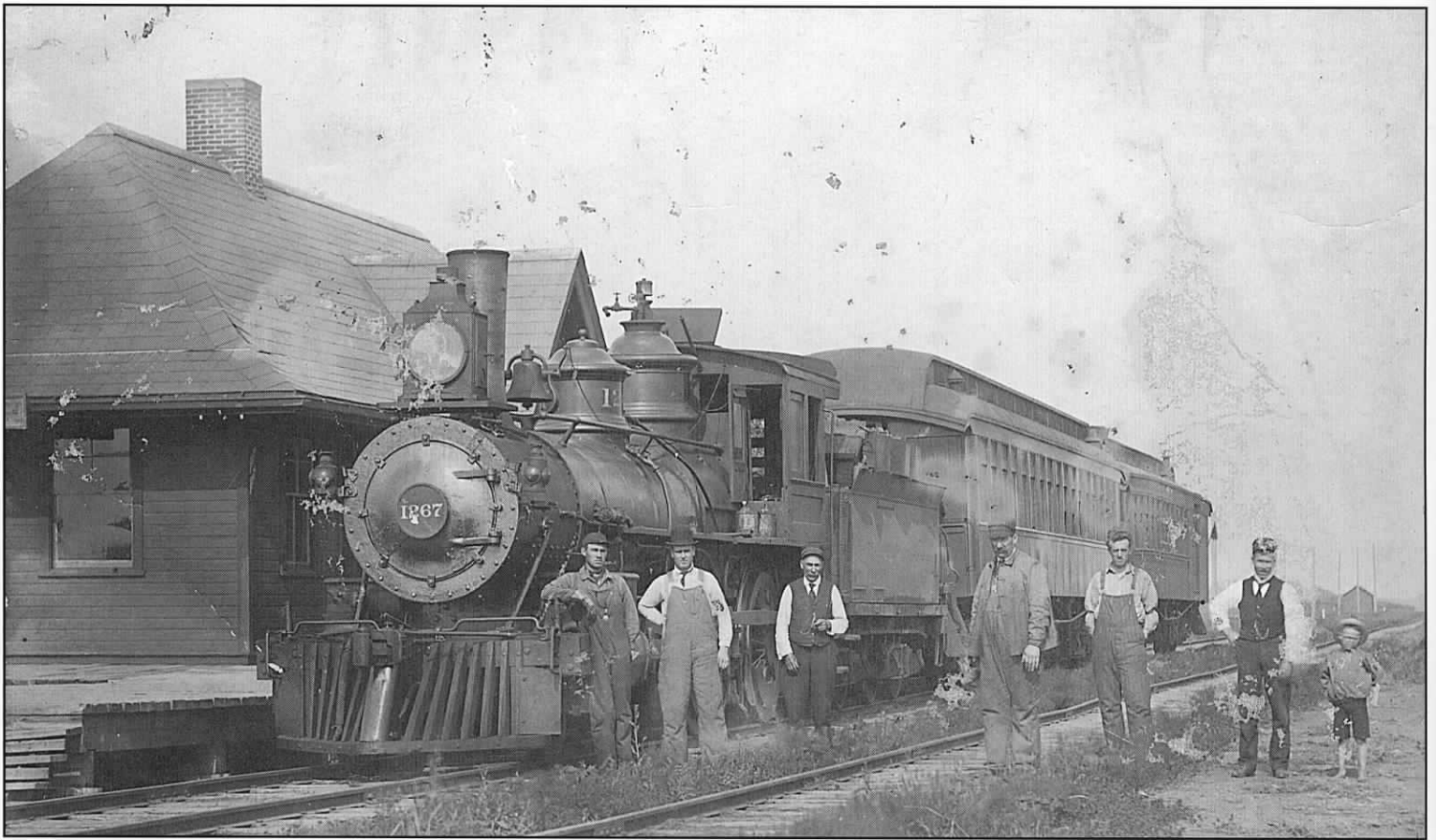




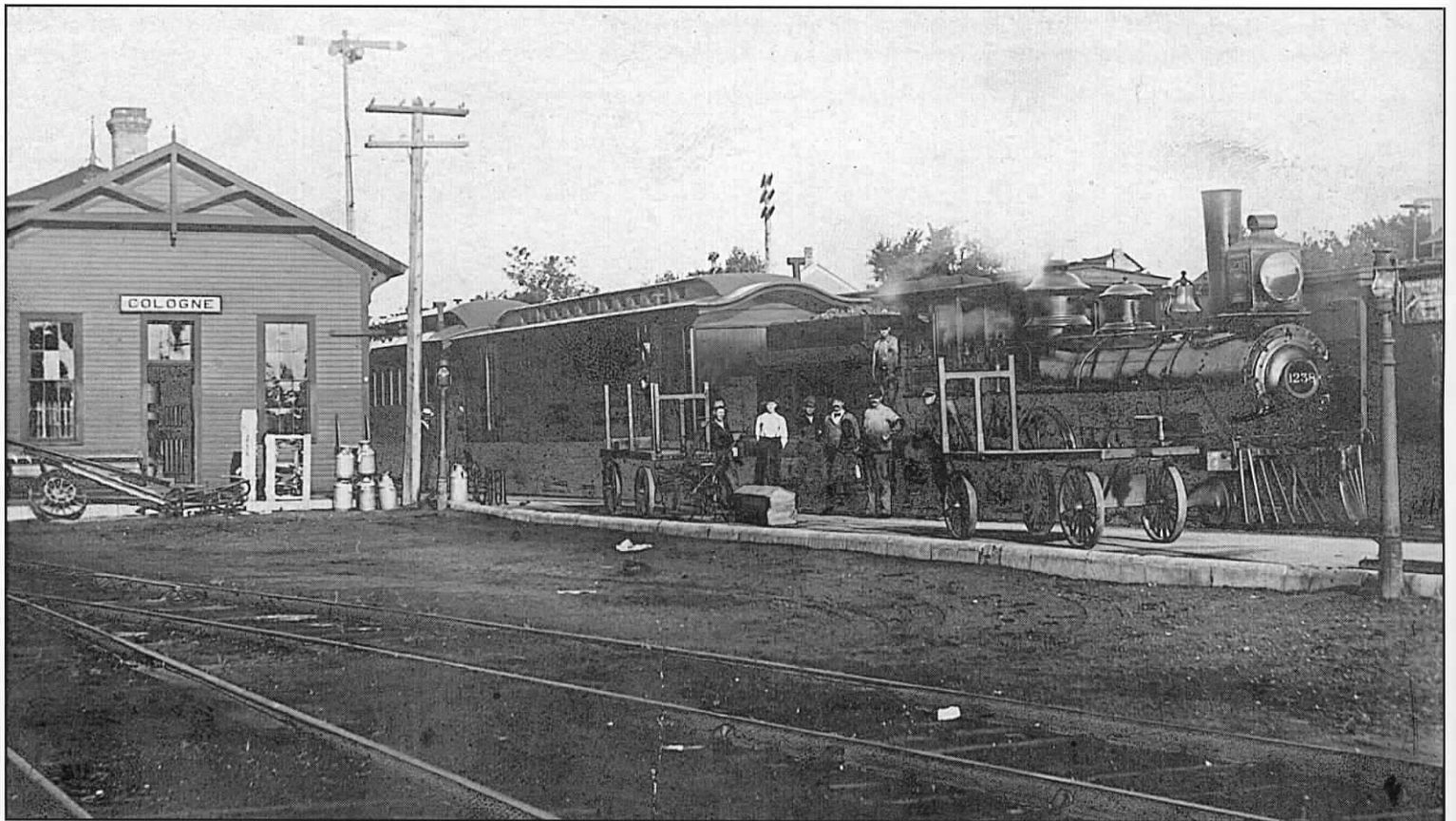
Here we see the 1914 opening of the Minnesota & Northwestern Electric Railway 19 miles from Thief River Falls to Goodridge. There were grand plans to extend it 150 miles to International Falls, and to string wire. Neither happened. General Electric gas-electric car #101 remained the sole motive power until abandonment in 1940. MTM collection.

Shiny new Great Northern 4-8-2 #2501 is making an early appearance at the St. Paul Union Depot in 1923, probably to pull the Oriental Limited. The locomotive was based at Jackson Street Roundhouse. MTM collection.





Small town Minnesota from three black and white postcards. Above: Vesta was the end of a 26 mile Chicago & North Western branch from Sanborn and Wabasso. Below: Cologne was the junction of the original Hastings & Dakota, which somehow thought it was a good idea to bypass the Twin Cities via Lakeville and Chaska, and the eventual main line from Minneapolis. Opposite bottom: Staples was a division point on the Northern Pacific.



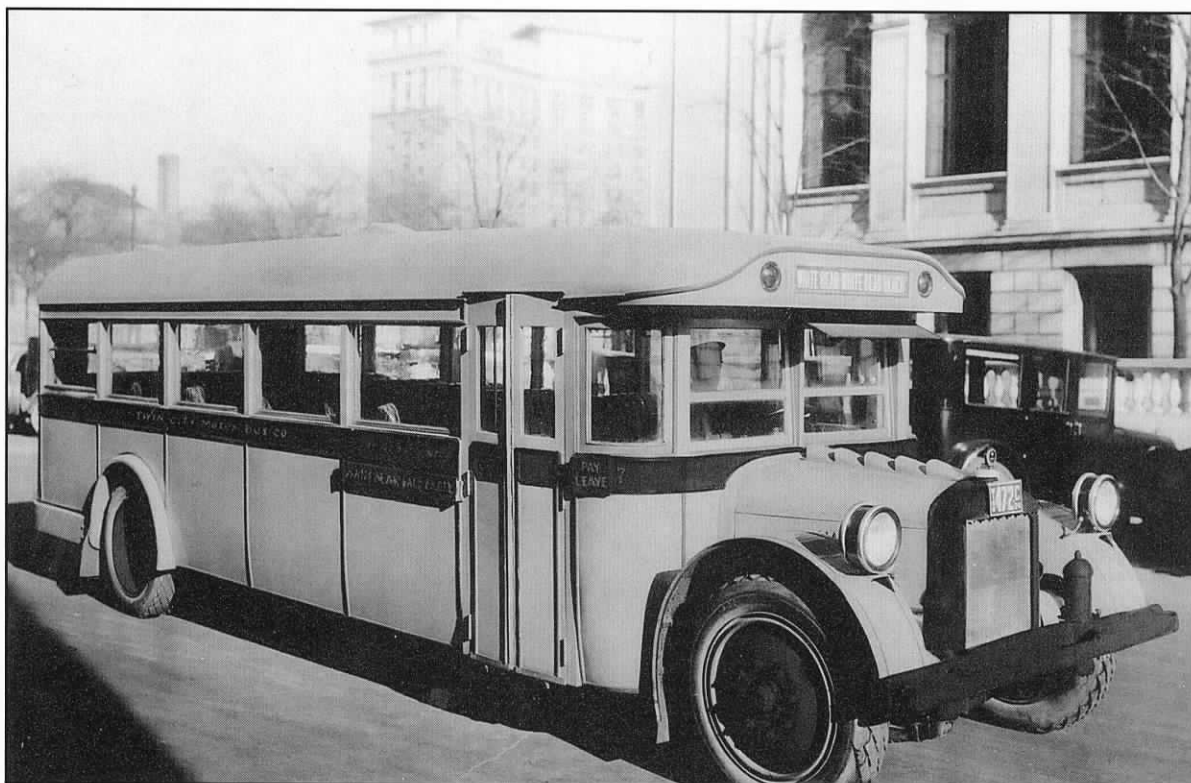


Above: Northern Pacific's local to White Bear Lake prepares to leave Stillwater in 1918. John Runk photo, Minnesota Historical Society collection.





While researching the Great Northern files at the Minnesota Historical Society, Mike Buck found these bus views. The GN used this bus to transport passenger car cleaning crews between the St. Paul Union Depot and the Mississippi Street coach yard, located next to Jackson Street Roundhouse. Bus #7, built in 1924 by Fageol, was the third Twin City Motor Bus to carry that number. It is posed on Washington at 4th Street in downtown St. Paul, next to the Public Library. Note the front and side destination sides for White Bear Beach and Bald Eagle.





This 1927 Twin Coach was the first Twin City bus without a projecting engine hood. In fact the engine was mounted under the floor. Twin Coaches managed to look almost identical coming or going.



Como-Harriet Scenes, from the Forrest Johnson Collection.

Member **Forrest Johnson** is a Minneapolis native now living outside Milwaukee. He has been active at the East Troy Electric Railroad, where he was instrumental in the repainting Twin Cities car #1583 in correct TCRT colors and restoring its original number. He has graciously shared photos from his collection. Here is a selection that follow the Como-Harriet line. They were taken by Barney Neuberger, unless credited otherwise.



Como-Harriet cars entered the private right of way at 31st and Irving. The curve of the track altered the shape of the building on the SE corner of the intersection and sliced off part of the backyard on the SW corner. The owner of that house has recently erected an addition where the tracks used to be.

The "Chalet" station at 42nd Street.





A westbound car crosses Xerxes Avenue, where the Oak-Harriet tracks diverged to the left. The two blocks of right of way directly ahead of the car have been transformed into a landscaped walking path.

An inbound Hopkins car approached Brookside Avenue.





The Interlachen stop on the Hopkins line was located a few blocks east of Blake Road.

The Linden Hills Boulevard bridge, where the MSM carbarns are today.





The 3rd Avenue stop was located just east of the Hopkins viaduct. Note the cattle guard. Apparently there was still the risk that livestock might get loose on the track.

Climbing Lowry Hill, an Oak-Harriet car passes the North American Life Insurance building, recently demolished and replaced by the expanded Walker Art Center.





#1300 poses on the bridge over 36th Street during the Minnesota Railfans' last fantrip on June 19, 1954.

In 1947 TCRT added a second track on France Avenue between 50th and 51st Streets. Bill Olsen photo.



DON'T TRY THIS AT HOME

The 1921 TCRT Trainman's rulebook instructed motormen and conductors on how to splice a downed trolley wire. We quote from the rulebook:

"Trainmen shall be governed by the following procedure in all cases of broken trolley wire, where one or both ends are on the ground: If either end is on the rail, trainmen shall take wire pickup (found in front vestibule) by wooden handle and take hold of broken wire in jaw of pickup and pull wire away from the rail. After obtaining hold of trolley wire, trainmen shall proceed to draw the ends towards each other by use of rope, using same as if it were a block and tackle, in accordance with instructions given during student period.

Caution

Do not allow trolley wire to touch any of the metal parts of the car.

Do not touch trolley wire while standing on the ground or while in contact with any metal part of the car.

Do not touch rail while handling trolley wire.

Do not touch trolley pole or base while handling trolley wire.

Be sure to tie trolley pole down to roof until break in wire has been repaired.

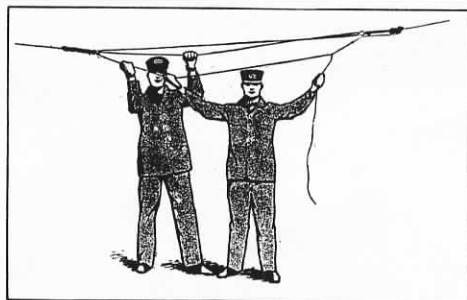
If these instructions are carefully followed, trainmen subject themselves to no danger. They should thoroughly realize the importance of prompt action in such emergencies, for no excuse will be accepted for negligence or delay in following out these instructions."



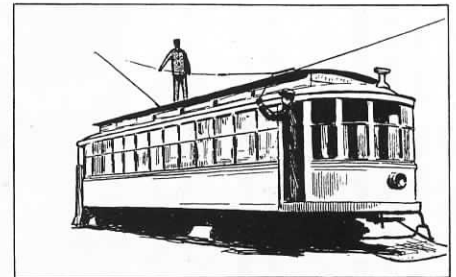
Getting hold of trolley wire while on ground



Getting hold and pulling wire from rail



Using wire pick-up as block and tackle, drawing ends together while on ground



Showing one view of trainmen keeping wire away from car until both men can climb to roof



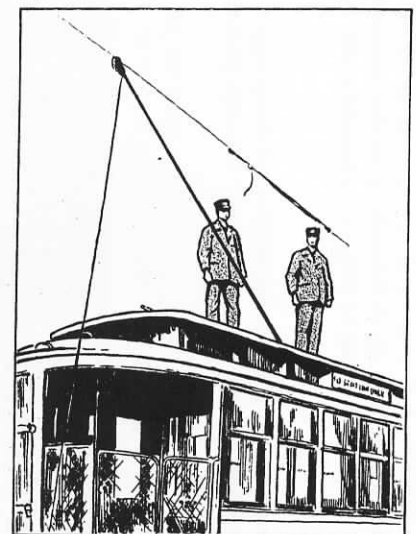
Showing a second view of trainmen keeping wire away from car until both men can climb to roof



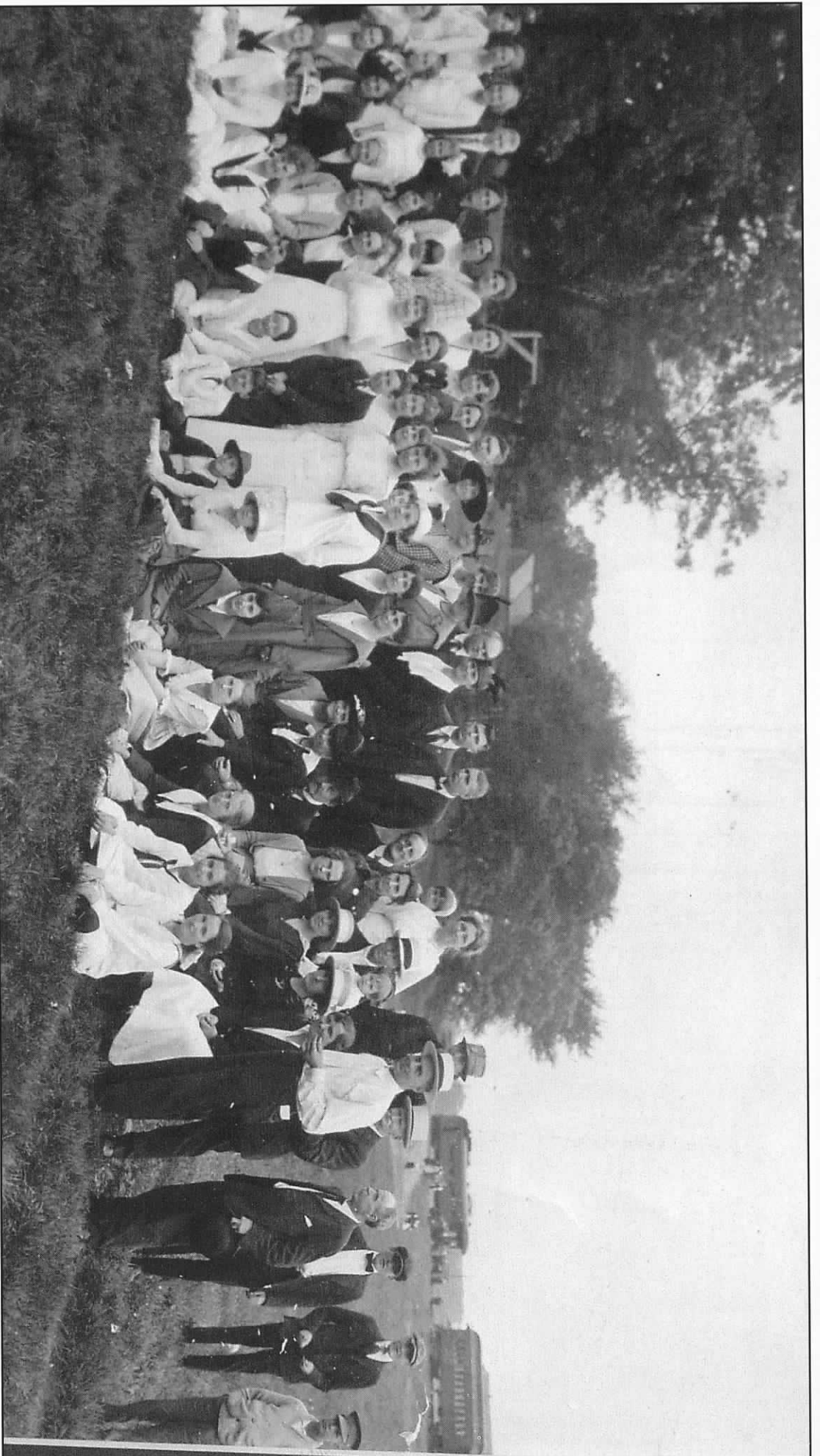
Showing a third view of trainmen keeping wire away from car until both men climb to roof



Using wire pick-up as block and tackle, drawing wire tight as possible while on roof of car



Showing wire securely tied and trolley in position ready for car to proceed



Above: The Minnesota Western (the Luce Line) developed a picnic pavilion at Parkers Lake in Plymouth. Only two photos of it have ever surfaced, including this one from the Plymouth Historical Society. The GE gas electric and open platform coach at far right are sitting on a stub ended spur track off the main line.

Inside rear cover: After last issue's story on the Duluth coal dock and its unusual specialized railroads, this photo appeared showing more closely the narrow gauge, cable powered jennies that acted as a sort of horizontal conveyor belt. The lever on the right side of the car appears to trigger a side dump mechanism that opened the car's left side. North East Minnesota Historical Society collection.

Rear cover: During the steam era, most Twin Cities railroads maintained a freight house in both downtown Minneapolis and downtown St. Paul to handle less-than carload freight. The Minnesota Transfer departed from the usual pattern by building a freight house just northwest of Stinson Boulevard and East Hennepin in NE Minneapolis, near the end of a long industrial spur that remains in service to this day. The photo was taken before 1920. Stinson is incomplete, the North West Terminal streetcar line on Stinson is not yet in place, and the Transfer is still crossing Stinson at grade, rather than on a bridge. Curving across the middle of the photo is a temporary construction railroad built over the top of the Transfer at far right. A small construction locomotive and train can be seen to the left of the smoke stack. C. P. Gibson photo, Minnesota Historical Society collection.

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MINNESOTA STREETCAR MUSEUM

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August 2021

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